

NINE ENGLISH TOWNS BOMBARDED FROM SKY BY AEROPLANES; ZEPPELIN SCARE SUBSIDES

DISTRICT WILL FIGHT EFFORT TO INCREASE BREAD PRICE

Superintendent of Weights,
Measures, and Markets
Serves Notice on Bakers
That He May Seek Legis-
lation Standardizing Loaf.

Prompted to Action by News
That Two Plants Are Obligated
to Close Here Because of
Rise in Price of Wheat.

Any attempt by bakers to raise the price of bread will be met with opposition by the District authorities.

John H. Sherman, superintendent of weights, measures, and markets, indirectly served notice on bakers today that they are expected to keep the price of bread the same—3 cents a loaf. Should they attempt to demand more than that he warned them the Commissioners would recommend to Congress the enactment of a law standardizing the weight of bread sold in the District. And he predicted that such a law would meet with little or no opposition.

Mr. Sherman was prompted in his action by the news that two small bakers had been forced to suspend business because of the rise in the price of wheat.

By postponing legislation in the interests of bakers, he said, it is believed they will reciprocate by endeavoring to keep the cost of bread to its present level.

100 New York Bakers Ruined.

News that 100 bakers in New York had been forced to close down hastened the action of the District officials.

"From the data available it is evident that makers of bread do not stand the normal risk of their business, but when adverse factors affect them, pass the strain on to a short-weighted public which stands for it only because it is not aware of the fact," said Mr. Sherman.

"I am of the opinion that legislation should be obtained from Congress standardizing the various loaves of bread at weights which, at normal prices of flour, will yield a fair and normal profit, and in order that those

(Continued on Third Page.)

"Back to Briny," Says Jilted Hero

Vera Cruz Bluejacket Returns
License and Wants Pacific
Sea Duty.

Jilted on the evening set for the wedding, Charles F. Davis, a former bluejacket on the battleship Louisiana, and who was one of the "heroes of Vera Cruz," called City Hall today to return a marriage license he procured last week to wed May M. Merriam. He declared he was going back to sea.

"Another fellow beat my time at the last minute," Davis told Clerk Kroll. "Here's the license and give me my dollar back."

Mr. Kroll explained that he could not return the license fee, but the ex-jacket did not complain. He said he had left the navy in November to try the matrimonial sea, but it was "back to the briny." He expects to re-enlist next week, and wants to get a ward in the Pacific.

Miners Plead Guilty of Conspiracy Against U. S.

FORT SMITH, Ark., Jan. 20.—Seven union miners pleaded guilty in Federal District Court here today to indictments charging conspiracy against the United States Government. Charges against thirteen others were dismissed.

The cases grew out of the disturbances that marked the lockout of union coal miners of the Backus-Denham Company at Prairie Creek, Ark., and the subsequent recapture.

Cologne Escapes Damage From Allied Aeronauts' Visit

AMSTERDAM, Jan. 20.—Two of the allies' airmen flew over Cologne yesterday, according to dispatches received here today, but did no damage.

WHITE HOUSE BABY NAMED "FRANCIS SAYRE"

Francis Sayre is the name selected for the White House baby.

Announcement to this effect was made this morning by Secretary to the President Tumulty, after the child's father had called him up by telephone and informed him of the selection.

There will be no middle name.

It is understood that the name was selected principally at the suggestion of President Wilson, the youngster's grandfather, and that the decision was reached at a long conference by members of the family last night.

U. S. Agent Is Probing Shooting of Union Men

P. F. McGill Vows to Sift Case to Bottom to Find
Whether Gunmen Were Hired—Fifty Wit-
nesses Due to Testify.

ROOSEVELT, N. J., Jan. 20.—The Federal Government today took charge of the investigation of the shooting of strikers in the fertilizer plant strike.

Patrick F. McGill, investigator for the Federal industrial commission, arrived early today from New York where the commission is in session.

"We will probe the affair to the bottom," he said. "Whether the special deputies sworn in by Sheriff Houghton were Manhattan gunmen or bona fide residents of New Jersey will be the question which we must determine."

Guards On Duty.

Throughout today a number of deputies, armed with sawed-off shotguns and loaded canes, were guarding the plant of Liebig & Co., which was operating in full force. The Thomas & Clark plant was temporarily suspended.

Murder indictments are expected to follow the shooting. District Attorney W. E. Florence will present the facts to the grand jury of Middlesex county, which is in session at New Brunswick. Fifty witnesses will testify that the strikers were unarmed. The deputy sheriffs deny this and insist that the strikers fired on them and they defended themselves.

Ask For Inquiry.

Residents of this section have appealed to Governor Fielder to make an investigation of the matter, and to determine whether the deputies were properly appointed.

The strikers are in a bitter mood, and declare they will prevent any attempt to operate the plants. If they do, it is expected that militia will be asked for.

CONSUL IS DROPPED FOR BIASED LETTER

Cutright, Nebraska Friend of
Bryan, Favored German
Cause in War.

Vice Consul John L. Cutright, whose signature to a pro-German letter recently published in an Omaha newspaper has resulted in his being recalled to America, left his post at Nottingham, England, in response to orders from the consular bureau and not because the municipal officials of Nottingham protested against his appointment to that city.

This was made clear in a statement issued by Secretary Bryan today, which said the letter in question was written at Coburg before Mr. Cutright left for Nottingham, and that when he arrived at the latter city he found there an order to come back to America at once. The statement read:

"Upon receiving word that he had left Coburg notice was sent to him at Nottingham, which he received upon his arrival and the department was informed several days ago that he would sail from Europe on the sixteenth. Receiving late information that he had come to London, instructions were sent to him there in care of the embassy to return at once to the United States."

Mr. Cutright is a son of John Cutright, editor of the Lincoln, Neb., Nebraska State University. He is a graduate of the University of Nebraska and has been in the consular service only a few months. The letter published in the Omaha newspaper was a lengthy one. Expressing regret that American newspapers should be anti-German in their attitude it pretended to show that the present war in Europe was forced on Germany by the allies. It concluded it predicted an overwhelming victory for the Kaiser's troops.

SENATE WILL PASS SHIP PURCHASE BILL

Filibuster Likely To Be Defeated Within Next Two or Three Weeks.

The Senate will pass the Administration ship purchase bill, as modified by caucus and other amendments, probably in the next two or three weeks, according to reports at the Capitol today.

Under the pressure from the White House, the Democratic caucus has decided to keep the bill continuously before the Senate and under such circumstances that a filibuster cannot be prolonged indefinitely.

Senate passage of the bill does not necessarily mean enactment this session, because there is much Democratic opposition as well as Republican in the House. But it probably will be if the Senate fight is not stretched out longer than now appears probable.

One of the developments which has put a club into the hands of the opponents of Government ship purchase is the Dacca incident. They say this emphasizes the dangers of a policy wherein the Government will take over German vessels.

Senator Burton today went on with his protracted speech against the bill and Senator Weeks is ready to follow with another lengthy one.

The Senate Democratic caucus will consider amendments to the bill tonight and will endeavor to agree on the form of the measure.

IN CONGRESS TODAY.

SENATE.

Not at all.

Senator Burton continued speech on ship purchase bill.

Commerce Committee recommended amendments to shipping bill.

Indications are shipping bill will be passed.

Foreign Relations Committee met.

Postoffice Committee considered postoffice bill.

HOUSE.

House met at noon.

Debate begun on Senate bill to consolidate the revenue cutter and life-saving service.

Congressman Lindbergh obtained consent to print in record correspondence concerning his controversy with Henry R. Joy, of Detroit, over new currency system.

Similar permission was given to Chairman Glass, of Banking and Currency Committee.

Military Affairs Committee reported McCall bill for Federal aid to State military institutions.

HOLD UP OF COTTON STEAMER BY BRITAIN ROUSES UNCLE SAM

State Department Demands
Explanation of Seizure of
the Greenbrier by English
Warship.

U. S. ENSIGN WAS LOWERED

Vessel Taking Non-Contraband
Cargo to Germany Was Di-
verted to England.

Formal demand was made on Great Britain today by the United States Government for an explanation of the action of a British cruiser in holding up the American steamship Greenbrier and hauling down the American flag which the vessel was flying.

The demand was transmitted by the State Department to Sir Arthur Cecil Spring-Rice, the British ambassador.

Formal confirmation of the reported seizure and insult to the flag was received at the department this morning in the form of a report from the American embassy in Berlin. This report contained a detailed statement from Captain Farley, who commanded the Greenbrier at the time of the seizure.

Had British Consul's Certificate.

The vessel, laden with cotton, which the English government had formally agreed shall be regarded as non-contraband, and which she has agreed to let go direct to Germany without interference, sailed from New Orleans for Bremen, Germany, December 10. Not only did her papers show that her cargo consisted only of cotton, but the vessel carried with her a formal certificate from the British consul at New Orleans as to the accuracy of the ship's manifest.

On December 30, the captain's statement shows, while proceeding toward the German coast, with the American colors flying from her flagstaff, the Greenbrier was hailed by a British cruiser. The English warship ordered her to stop, and when she did so, sent aboard the merchantman an officer and several sailors. The British went through the ship, after examining the papers, and the officer then ordered Captain Farley to haul down the flag for Kirkwall. This he proceeded to do.

Captain Driven From Wheel.

He had not proceeded far, however, before he was again hailed by the cruiser, and ordered to stop. This time, when the English officer returned, he accompanied by the American consul, took charge of the ship. According to Captain Farley, there was no complaint made that Farley had not been obeying the original command. The officer further ordered that the American flag be hauled down and the English flag hoisted in its place.

Arriving at Kirkwall, Farley was told to take his vessel to Leith. This he refused to do so long as the British flag flew over his ship wheel, although the flag was then restored. At Leith, after another day's delay, the ship was allowed to proceed to Germany.

State Department officials professed this morning not to have accurate knowledge as to whether the hauling down of the American flag actually constituted an insult. They are waiting for additional information on this subject.

Galaxy of Girls At Hutchins Trial

Twenty-Four Students From Na-
tional Park Seminary
Furnish Attraction.

A galaxy of twenty-four girls from the National Park Seminary at Forest Glen, Md., furnished the attraction and an interested audience in the trial of the contest over the will of Sitliff Hutchins before Justice Anderson in Criminal Court No. 2 today.

The girls, who displayed a wealth of varicolored gowns and millinery, were accompanied by Miss Harriet Proebber, a member of the bar, who is an instructor at the seminary. Before court convened the visitors were piloted about City Hall and shown the sights.

Counsel in the Hutchins case argued the motion to suppress the deposition taken in New York. She understood the deposition, which was recently taken in New York. She understood the deposition, which was recently taken in New York. She understood the deposition, which was recently taken in New York.

Lieut. Gen. von Ompteda Killed in French Battle

BERLIN, Jan. 20.—Lieut. Gen. Friedrich von Ompteda is reported to have been killed in action while leading his brigade on the western battle front.

Two Capital Debutantes Desert Exclusive Set for the Battle Region



MISS NONA McADOO.

ATTORNEY AMBROSE IS PLACED ON TRIAL

Charged With Embezzlement on
Two Indictments—Floyd E.
Davis First Witness.

Attorney William E. Ambrose was placed on trial today before Chief Justice Covington in Criminal Court, No. 1 on two indictments charging embezzlement, one being in eight counts, and the other twelve.

The alleged embezzlement occurred in 1912, according to the indictments, the amount involved being \$4,550, the value of five trust notes. On April 24, 1912, Mr. Ambrose was appointed guardian for Agnes, Oliver, Robert C. and Clarence Limerick, children of Clarence Limerick, to succeed Floyd E. Davis. It is alleged that he wrongfully converted to his own use the notes turned over to him by Mr. Davis.

The notes in question were as follows: One for \$250, executed by Harry E. Weeks in favor of Walter G. Davis, and dated May 12, 1910, payable three years from date; two notes for \$1,000 each, executed by William A. Richards in favor of Ida N. Smith, payable three years after date, and two notes for \$200 each, executed by William A. Richards in favor of Ida N. Smith.

Mr. Ambrose was indicted on August 31 last, following developments in the testimony at the investigation of former Justice Daniel Wright by a subcommittee of the House Judiciary Committee.

This forenoon was consumed in empanelling a jury, but it was not necessary to summon a special venire, as expected. United States Attorney John E. Laskey and Assistant Prosecutor S. McConnaughey, who had charge of the original investigation of Mr. Ambrose's financial affairs as they concerned his relations with the court, represented the Government, while Attorney James S. Eashy-Smith appears for the defense.

The following jury was selected after the defense had exhausted all its challenges: Frank S. Coleman, John B. Coffman, Allen Dale, Hugh J. Robb, Henry J. Nicholson, Ross J. Sellman, Charles D. Collins, George W. Hanes, J. Henry Hummer, Charles Pratt, and Richard Brown.

Floyd E. Davis, former guardian for the Limerick children, was the first witness.

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WHITE HOUSE CALLERS.

Father Kelly, of Chicago.
Frank Trumbull.
Dr. Luther Anderson.
Postmaster General Burleson.

Pastor Russell Is Coming To Speak
at the National Theater next Sunday at 3 o'clock.—Adv.

Misses Catherine Britton and
Nona McAdoo to Sail About
February 9.

Forerunning society with its procession of tents and bolls, Miss Catherine Britton and Miss Nona McAdoo, two of the most popular members of Washington's exclusive set, are preparing to become volunteer nurses with the allied forces.

Under the instruction of a competent graduate nurse these two young women, who were not content with remaining at home, knitting clothing and contributing dollars to relief funds, are nearing the point where they can undertake the work in a field hospital.

For many weeks, the two young women have been familiar figures in the operating rooms and wards of Washington hospitals, where they have been receiving practical instruction.

"Of Real Worth."

Reports that Miss McAdoo and Miss Britton were to become nurses abroad were confirmed today by Alexander Britton, father of one of the girls. He said:

"They have no definite plans yet, I believe, but they intend within a few weeks to join Lady Hope Nelson in London, to accompany her to one of the nursing stations in the south of France. They are still taking a preparatory course in nursing, and their departure depends, of course, upon how soon they can perfect themselves."

"I do not know just where they are going, or how long they intend to remain, but they will not be tied down in any way, and can do as they please."

Mr. Britton feels no uneasiness over the radical change which his daughters purpose to make in their lives.

"It will be a good experience," he declared. "I am willing that she should go. She will be engaged in something of real worth to humanity."

"I'm sorry, though, that it became known they are going as nurses. As American girls, they might have had very much more freedom than they may find in the role of nurses."

Sail On February 9.

It is generally understood among the intimate friends of the two young women that they will sail about February 9 on the Lusitania, and that the band of nurses they will join under the chaplainage of Lady Hope Nelson will include members of the French and British aristocracy.

Miss McAdoo, who is the eldest unmarried daughter of Secretary of the Treasury McAdoo, made her debut only last winter, and has since been among the most noted debutantes in Washington and Baltimore, where she spends a great deal of her time with Captain and Mrs. Emerson.

Miss Britton is an accomplished linguist, and has always been an especial favorite in the diplomatic set.

Taft For Forests.

William H. Taft, in a letter received today by P. S. Hildale, executive secretary of the American Forestry Association, accepted the election as a vice president of that body.

FALL IN AEROPLANE KILLS TWO OFFICERS

Lieut. Laporte, of French Army,
and Lieut. Chennery, British,
Dead at Paris.

PARIS, Jan. 20.—An aeroplane carrying Lieutenant Laporte, of the French army, and Lieutenant Chennery, of the British army, fell from a great height on the banks of the Seine near the Grenelle bridge today, and took fire immediately after the crash.

The British officer was burned to death.

Laporte was rescued from the flames with both legs broken, and died shortly afterward in a hospital.

MINE SINKS DUTCH NAVAL SLOOP; 5 DIE

Ship Supposed to Have Been
Sweeping Scheldt River
Clear at Time.

AMSTERDAM, Jan. 20.—A Dutch naval motor sloop was sunk by a mine in the Scheldt river, off Nieuwerstadt, today.

The sloop is thought to have been on a squadron engaged in sweeping the river clear of mines.

An officer and four men were killed.

Russian Effort to Flank Turks Failed, Says Porte

CONSTANTINOPLE (via Berlin), Jan. 20.—The Russian offensive, moving southward in the Caucasus, continues, it was officially admitted today, but the war office declares the Turks are obstinate in defending themselves against superior forces.

An attempt by the Russians to flank the Turkish right has failed, according to official advice. West of Kizil, about sixty-five miles northwest of Tabriz, Turkish cavalry performed brilliant work in scattering an advancing Russian infantry column.

Success against the British is also claimed. A Turkish force surprised the British by a night attack on the forts at Shadabab, the enemy losing 100 killed and wounded. Near Gorn, an English cavalry division attempted to surprise a Turkish cavalry force under the protecting line of a gunboat, but was forced to withdraw with heavy losses.

ARMY MEN MAKE SAFE ESCAPE AFTER RAIDING ENGLISH COAST

Bombs Kill Five Persons at Yar-
mouth, Two More at Kings
Lynn, and Many Are Report-
ed Injured.

Germans Believed to Have
Made 300-Mile Flight From
Base at Cuxhaven to Eng-
land.

LONDON, Jan. 20.—Growing conviction that aeroplanes, not Zeppelins, made the daring night attack upon the east coast last night, did much today to calm the minds of Londoners.

Despite the definite statements of several persons that they saw Zeppelins, officials of the cities visited by the raiders frankly expressed their doubts. The belief that the bombs were dropped from aeroplanes and not from dirigibles is supported by the statements of the police at Yarmouth, who say the outlines of the invaders were plainly visible in the early evening sky. They are positive the raiders were aeroplanes.

Government Begins Inquiry.

The government remained silent today about the air attack. This was taken to mean that an investigation was under way, and that the war office hoped later to relieve the public mind with the assurance that aeroplanes and not the dreaded Zeppelins, had crossed the sea to attack England.

In the absence of official information the best reports today put the number of bomb victims at seven, with possibly two more. Five persons were killed at Yarmouth, the Yarmouth police report, and two others are dead at King's Lynn.

All the raiding airmen are believed to have escaped. Dispatches today from Hunstanton, near the raided area, deny the report that a Zeppelin was brought down there by the fire of warships off the coast. On the contrary, it is stated, an airship was sighted flying low over the coast of Norfolk early today. They are believed to have been returning from the attack.

Reports concerning the number of aircraft engaged range from three to six, with the latter figure generally accepted.

The five towns definitely known to have been bombed are the following: Yarmouth, Kings Lynn, Hunstanton, Southwold, Gorleston, Great Yarmouth, Dersingham, and the environs of Sandringham. All of these were attacked within a few hours, and telephone wires were hot with warnings to interior cities of the approach of the raiders.

Preparations to repel just such an invasion had been made months ago in London. When the news reached here of special forces of constables raced to the northward in motor cars, hoping to sight the approaching aeroplane in time to warn the city.

Scores of anti-aircraft guns were trained on the northern sky and giant searchlights swept the horizon. Fears of a raid on London were not wholly dispelled until after dawn, when the Amsterdam dispatches reported the results of the attack.

Raiders Started From Cuxhaven.

In its progress the raiding squadron started from the German naval base at Cuxhaven. Weather circumstances were unusually favorable, and the machines so timed themselves as to sweep over the 200 intervening miles of North Sea and arrive off the English coast just after darkness settled down.

The first attack was made at Yarmouth, a famous watering place, at about 8:30 p. m. The town's first warning was a glare of light from a powerful searchlight that suddenly directed its rays over the heart of the city.

Two bombs dropped almost simultaneously. The authorities immediately plunged the town in darkness. Five more bombs were hurled from the sky, damaging a number of buildings. Several houses in St. Peter's Plain were partly demolished, but St. Peter's Cathedral was unscathed.

Damage In Yarmouth Put at \$15,000.

The property damage in Yarmouth was estimated at not to exceed \$15,000. Bombs were dropped on the race track, it was discovered today, wrecking the grand